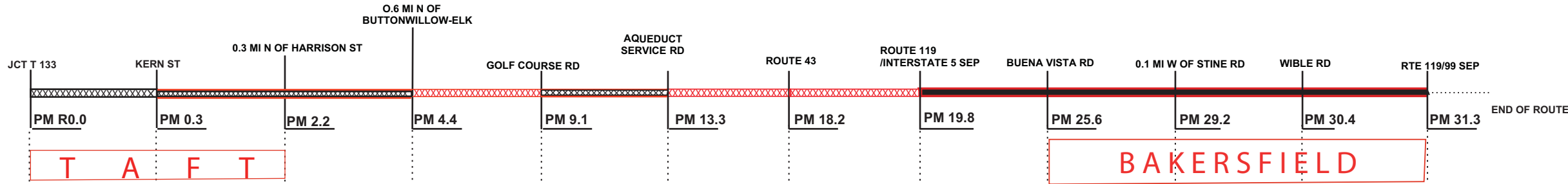
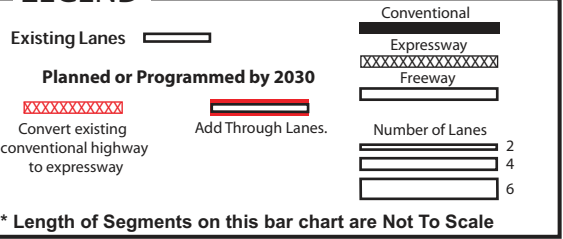




LEGEND



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AA DT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AA DT and Peak Hour.

+ The Ultimate ROW is generally the same as the existing ROW.

N/A: Not deficient, no project recommended recommended /not applicable.

*Concept Facility meets Concept LOS

**Without the addition of the South Beltway traffic.

^Kern County General Plan equivalent of a 6-lane expressway.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11
County / Route	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119
Description Begin	ROUTE 33	KERN ST	0.3 MI N OF HARRISON ST	0.6 MI N OF BUTTONWILLOW-ELK	GOLF COURSE RD	AQUEDUCT SERVICE RD	ROUTE 43	ROUTE 119/ INTERSTATE 5 SEP	BUENA VISTA RD	0.1 MI W OF STINE RD	WIBLE RD
Description End	KERN ST	0.3 MI N OF HARRISON ST	0.6 MI N OF BUTTONWILLOW-ELK	GOLF COURSE RD	AQUEDUCT SERVICE RD	ROUTE 43	ROUTE 119 /INTERSTATE 5 SEP	BUENA VISTA RD	0.1 MI W OF STINE RD	WIBLE RD	RTE 119/99 SEP
Postmile Limits Begin/End	0.0 / 0.3	0.3 / 2.2	2.2 / 4.4	4.4 / R 9.1	R 9.1 / R 13.3	R 13.3 / 18.2	18.2 / 19.8	19.8 / 25.6	25.6 / 29.2	29.2 / 30.4	30.4 / 31.3
Length (MI)	0.3 MI	1.9 MI	2.2 MI	4.7 MI	4.2 MI	4.9 MI	1.6 MI	5.8 MI	3.6 MI	1.2 MI	0.9 MI
Rural or Urban	URBAN	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	URBAN	URBAN
Terrain	FLAT	FLAT	ROLLING	ROLLING	ROLLING	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT
ROW: Range Existing (FT)	80.0 / 142.0 FT	142.0 / 142.0 FT	60.0 / 170.0 FT	60.0 / 120.0 FT	280.0 / 420.0 FT	60.0 / 175.0 FT	60.0 / 80.0 FT	60.0 / 100.0 FT	60.0 / 100.0 FT	60.0 / 60.0 FT	60.0 / 110.0 FT
Median Range (FT)	0.0 / 22.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT
Shoulder Range (FT)	8.0 / 8.0 FT	8.0 / 8.0 FT	4.0 / 8.0 FT	1.0 / 8.0 FT	4.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	1.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	1.0 / 4.0 FT
Lane Width (FT)	12.0 FT	12.0 FT	12.0 FT	11.0 FT	12.0 FT	12.0 FT	12.0 FT	11.0 FT	12.0 FT	12.0 FT	12.0 FT
Ultimate ROW (FT)	170 FT	170 FT	184 FT	184 FT	184 FT	184 FT	184 FT	134 FT	134 FT	134 FT	134 FT
Facility: Existing	4E	2E	2E	2C	2E	2C	2C	2C	2C	2C	2C
2030 Concept	4E	4E	4E	4E	4E	4E	4E	6C^	6C^	6C^	6C^
UTC	4E	4E	4E	4E	4E	4E	4E	6C^	6C^	6C^	6C^
LOS: 2006	B	B	D	D	D	D	D	C	D	D	D
LOS: 2015	B	C	D	E	D	E	D	C	D	E	E
LOS: 2030	B	D	E	E	E	E	E	D	E	F	F
LOS: 2030 Concept	D	D	C	C	C	C	C	C	D	D	D
Deficiency/Year Deficient	N/A	N/A	2006	2006	2006	2006	2006	2030	2006	2006	2006
Project in STIP/RTP (Y/N)	NO	NO	NO	YES	YES	YES	YES	YES	NO	NO	NO
LOS W/ Concept Improvement	N/A	N/A	N/A*	B*	B*	N/A*	N/A*	B*	A*	A*	A*
Directional Split (Peak Hour)	57/43	57/43	57/43	60/40	60/40	60/40	55/45	55/45	55/45	51/49	51/49
AA DT: 2006	4,950	6,800	11,400	11,400	11,400	12,000	10,900	7,100	11,000	11,000	12,600
AA DT: 2015	6,100	8,800	15,000	14,900	15,600	15,900	14,900	9,300	14,400	22,200	22,700
AA DT: 2030	7,400	11,300	20,200	19,200	21,300	20,900	20,300	12,100	18,600**	43,800**	40,800**
Peak Hour: 2006	400	580	1,050	1,050	1,050	1,150	900	800	1,050	1,050	900
Peak Hour: 2015	500	700	1,400	1,400	1,400	1,500	1,200	1,000	1,400	2,100	1,600
Peak Hour: 2030	600	1,000	1,900	1,800	2,000	2,000	1,700	1,400	1,800	4,200	2,900
% Trucks: AA DT	19 %	22 %	22 %	21 %	21 %	22 %	22 %	19 %	20 %	20 %	21 %
% Trucks: Peak Hour	17 %	21 %	20 %	20 %	19 %	20 %	20 %	18 %	18 %	17 %	18 %

LEGEND

Existing Lanes

Planned or Programmed by 2030

Convert existing conventional highway to expressway

Add Through Lanes.

Conventional

Expressway

Freeway

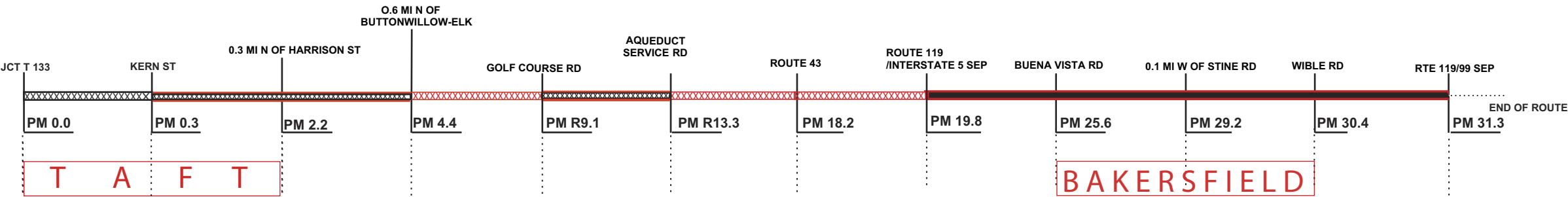
Number of Lanes

2

4

6

* Length of Segments on this bar chart are Not To Scale



<div>Segment: Is self-explanatory except for several data sets:</div> <div>Functional Classification: A process by which streets and highways are grouped into or classification systems.</div> <div>NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.</div> <div>Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.</div> <div>Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.</div> <div>STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.</div> <div>Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.</div> <div>IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.</div> <div>STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.</div> <div>Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.</div> <div>ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.</div>	SEGMENT	1	2	3	4	5	6	7	8	9	10	11
	County / Route	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119
	Description Begin	ROUTE 33	KERN ST	0.3 MI N OF HARRISON ST	0.6 MI N OF BUTTONWILLOW-ELK	GOLF COURSE RD	AQUEDUCT SERVICE RD	ROUTE 43	ROUTE 119/ INTERSTATE 5 SEP	BUENA VISTA RD	0.1 MI W OF STINE RD	WIBLE RD
	Description End	KERN ST	0.3 MI N OF HARRISON ST	0.6 MI N OF BUTTONWILLOW-ELK	GOLF COURSE RD	AQUEDUCT SERVICE RD	ROUTE 43	ROUTE 119 /INTERSTATE 5 SEP	BUENA VISTA RD	0.1 MI W OF STINE RD	WIBLE RD	RTE 119/99 SEP
	Postmile Limits Begin/End	0.0 / 0.3	0.3 / 2.2	2.2 / 4.4	4.4 / R9.1	R9.1 / R13.3	R13.3 / 18.2	18.2 / 19.8	19.8 / 25.6	25.6 / 29.2	29.2 / 30.4	30.4 / 31.3
	Lane Length (MI)	0.3 MI	1.9 MI	2.2 MI	4.7 MI	4.2 MI	4.9 MI	1.6 MI	5.8 MI	3.6 MI	1.2 MI	0.9 MI
	Functional Classification	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)
	National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Freeway/Expressway System (Y/N)	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
	Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	General Plan/RTP LOS Standard	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System
	General Plan/RTP Standard Highway Classification	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
	Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES